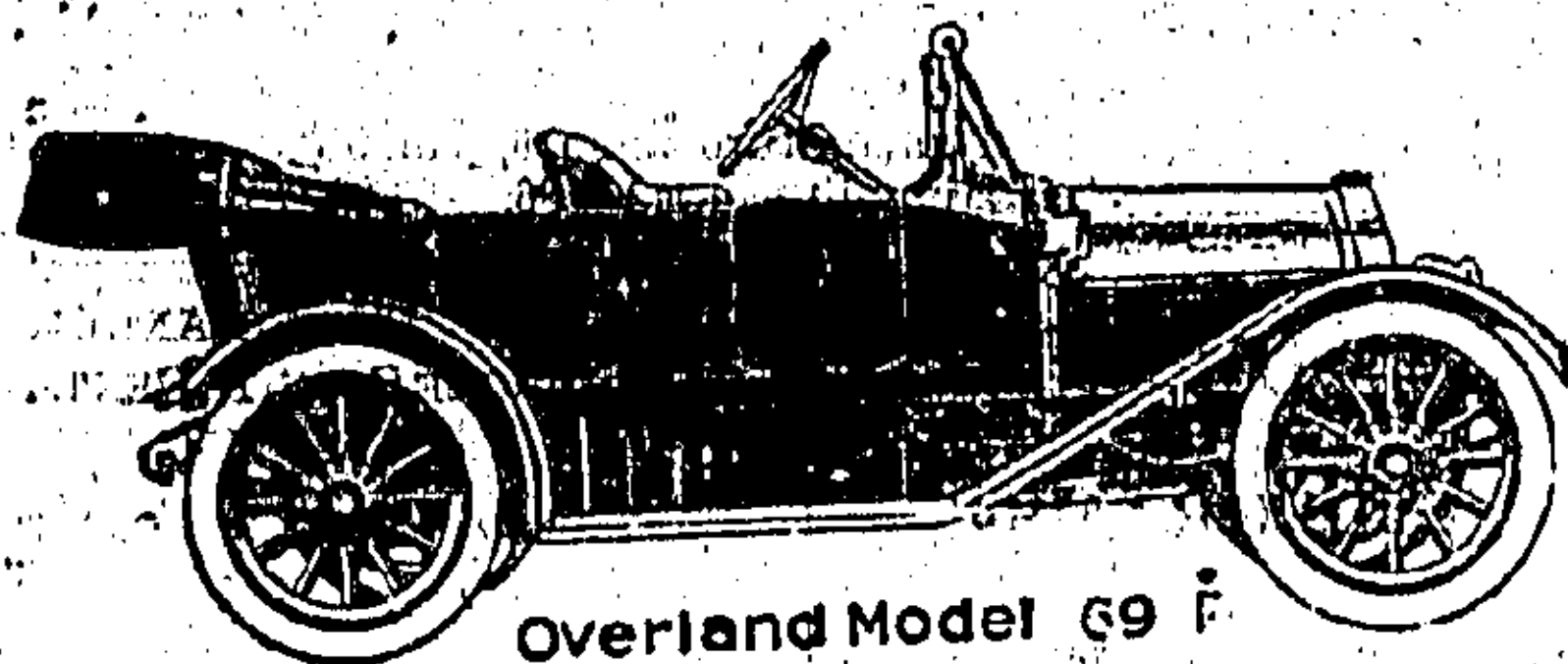


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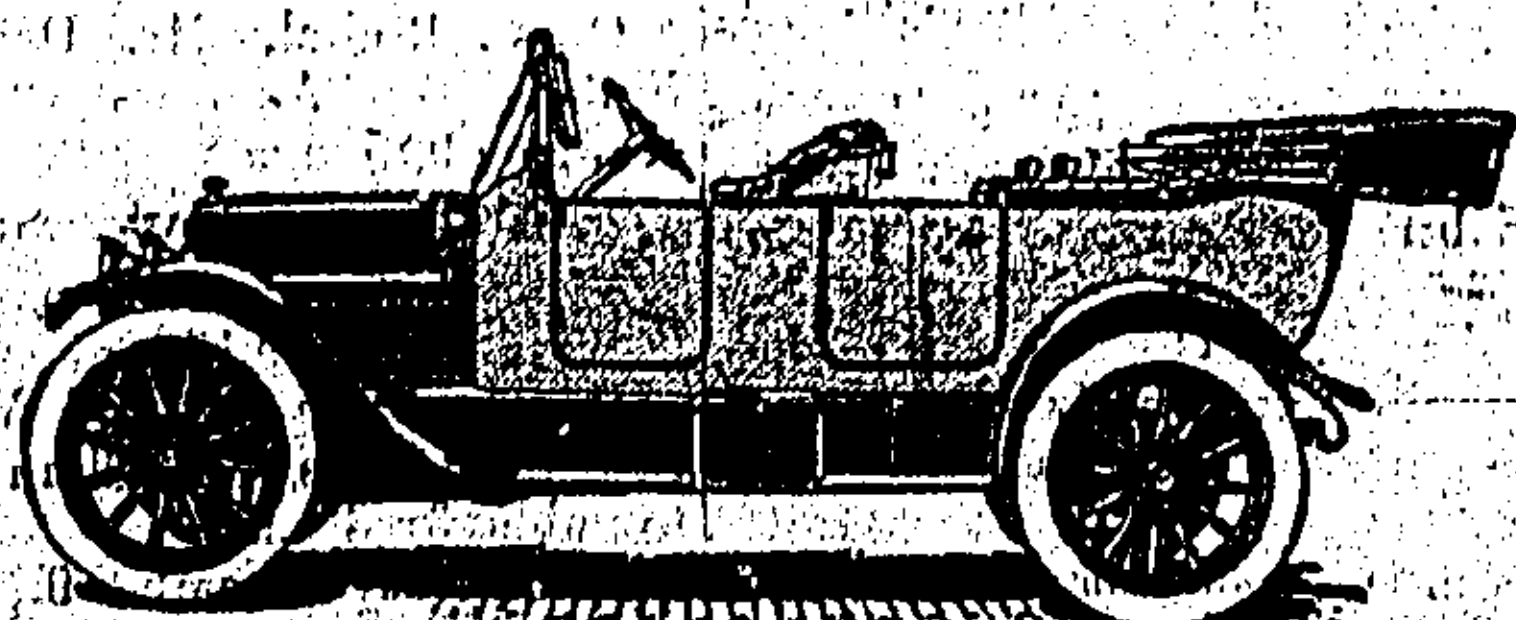
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MEE CHEUNG.

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Developing, Printing & Enlarging
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YORK BUILDINGS, HONGKONG.

OUR CONTEMPORARIES.

South China Morning Post.

The South African Problem. Fortunately Earl Cromer's eminently diplomatic reception of the Indian delegation on Monday and the statements issued by the Blue Book, referred to elsewhere in this issue, have tended to convince sympathisers with the Indians the grave concern of the Colonial and Indian Offices, and the determination of the Imperial Government to adopt conciliatory measures. On every side talk of menace is strongly deprecated, and it is generally believed that investigation, other than an official one, will result in a *modus vivendi* which will be satisfactory to both Governments. The present is the time to act, as the attitude of General Hertog is a potential source of grave danger, and if he be given an opportunity after the proposed conference at Bloemfontein in January to range his political forces against the present Government in South Africa, the most serious consequences are to be feared.

Daily Press

Chinese Finances

The very surprising statement has been published in the *Peking Daily News* that "the representatives of the Quintuple Group, after thoroughly examining the Budget, are of opinion that the new loan should amount to £40,000,000." Probably this means that they calculate this amount to be absolutely necessary for the purposes of the administrative reforms which the Government desires to inaugurate, and, further, that there are resources affording adequate security for a loan of this amount. We describe the statement as surprising because it was less than a month ago that the Prime Minister in a detailed review of the financial position of the country represented China to be in a very sorry plight indeed. The national revenue for the first half of the present year, he said, was barely sufficient to cover the service of the foreign debt, and left nothing for administrative and military needs. Moreover, the Provinces had practically ceased to remit any money to Peking since the abolition of the monarchy; instead of receiving money from the Provinces the Central Government has had to pay on their account during the past two years no less than seventy-seven millions of dollars to meet payments due on foreign loans and indemnities, and, in addition, it has repaid Provincial loans amounting to thirteen millions, and has granted subsidies to various Provinces totalling fourteen millions.

China Mail.

British Railways and Nationalisation.

Consideration of the influence of State management during peace upon the commercial and social life of the community ought to throw considerable light on possible results in England, and we hope that this department of the subject will be carefully examined. We admit that any contrast between the conditions prevailing in other countries and those obtaining in England, particularly if such contrast were not complementary to foreign States, might not be considered politic in view of international relations. But under the special circumstances, there can be no room for misinterpretation of the motive of any such contrast or criticism; the facts must be disclosed, and we hope that the Commission will boldly face the difficulty. Many of the colonies also own their railways, and have also the same investigation and comparison is desirable.

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GENERAL NEWS.

South African Railway Board.

At the Congress of Chambers of Commerce held in Kimberley a resolution was carried urging the Government to establish a Railway Advisory Board, composed of representatives of agriculture, commerce, and industry, to which all questions of material alterations in railway rates and regulations should be referred prior to their being put into force.

Luxurious Motor-Cars.

Not content with costly motor-car bodies, the Parisienne now demands a luxurious and artistic interior so as to convert her car into a kind of wheeled boudoir. The newest fad is to decorate the inside of closed cars with small, but costly oil-paintings. Silk curtains, lace blinds, gilded arm-chairs, and miniature bookcases are among the other "fittings" now demanded by the ultra-fashionable.

An Adrianople Souvenir.

Most, if not all of the States concerned in the Balkan Wars have issued special postage stamps in commemoration of the victories gained by their armies. The most artistic of these souvenirs so far is the new stamp which has just been placed on sale in Turkey. This is produced in various colours and values but the design is in all cases the same, a very beautifully engraved view of one of the principal mosques of the recaptured city.

The Law's Delays.

Here is a story of a legal delay which was warmly welcomed by the individual most immediately concerned. A Pennsylvania man was condemned to death for murder, but the sheriff of the county delayed the execution for three hours, in order to grant the condemned man's last wish. He asked for a good dinner, with a chicken as the principal dish, and the request was granted, but the preparation of the meal caused the hanging to be postponed.

Children's Books.

It is rather pathetic to hear that there is no demand in the Transvaal for boy and girl literature. "One wonders if there are no boys and girls there," says the *Book Monthly*. There must be, only, perhaps, they read "grownup" books, and that is a pity, because they miss a phase of reading which is always pleasant. None of us are so well endowed in this world that we can afford to miss the youthful years, and to miss the "juvenile book" is to miss something of those years.

Underground Mail Tubes.

An American company is about to submit a device for carrying heavy mail racks in underground tubes to the British Post Office. The new system consists of a steel tube, 36 inches in diameter, through which run steel cylindrical cars, weighing about 1,200 lb. These are propelled by a magnetic push or pull, without wheel traction, says the *Railway Times*. The cars are centrally controlled, and one man operates them by a system of push-buttons. The whereabouts of the cars in the tube is indicated by signal lights.

Pur-Bearing Fish.

A polar trout, the only fur-bearing fish known to natural history, is the latest contribution of the Arctic regions, according to an American naturalist just returned from a two months' exploring trip in Greenland. He brought photographs and specimens of a strange fish, which he has called a polar trout. This peculiar denizen of the polar seas resembles a square tail trout in shape and gameness, and attains ten to fifteen pounds in weight. The skin is covered with a fine brownish fur, resembling the texture of mole-skin. This fur is lightly spotted with white.

Deaths of Pensioners.

An unusual dilemma faces the authorities responsible for the upkeep of the Hotel des Invalides in Paris, where Napoleon is entombed. The tomb is guarded by pensioners, and there has for some time past been a dearth of candidates, although the regulations have now been revised to admit ex-soldiers, formerly ineligible. But the new regulations have been ineffective, and the total number of pensioners is now only 10. To take after these, the State provides a staff of 14 nurses and servants, while the Governor has under him three officers and five non-commissioned officers.

LISBON RISING FAILS.

Betrayed at the Last Moment.

An interesting description of what happened in the Marine Barracks at Lisbon on the night of October 20, when the Royalist plan to upset the Republic collapsed, is given by the Lisbon correspondent of the Exchange Telegraph Company.

A naval engineer who was involved in the movement of April 27 last confessed that part he was playing and was detained as a prisoner in the local barracks. On October 20, late in the evening, he sent a letter to a Marine Minister in which he declared that he had been approached in the afternoon by Monarchist conspirators, who asked him to join the uprising, which was to start in a few hours.

Immediately Mr. Freitas Ribeiro, the Marine Minister, went to the Marine Barracks. When passing the prison cells he inquired from the officers who accompanied him whether they contained any prisoners, and on hearing that one of the prisoners was the engineer in question he ordered him to be brought before him. When alone with the man he told him that to give proof of his fidelity to the Republic it would be necessary to divulge the names of those men in the barracks whom the conspirators were counting upon to join them.

Names Revealed.

The engineer produced the letter which had been handed to him in the evening, containing the names of all the sergeants who had sworn to betray the Republic. The Minister at once gave orders to have those men brought before him, which was done, and, after being disarmed, they were put under arrest, with the officer on duty, Second Lieutenant Teixeira, who, it is alleged, had already cut the telephone wires before Mr. Freitas's arrival.

Afterwards the Marines were called under arms on the parade ground and inspected by the Minister, who remained in barracks for the rest of the night. All the sergeants were doubled, and extra sentries were placed at various points.

At 2.30 a.m. Senhor João de Azevedo Coutinho, the Monarchist leader, in full uniform and displaying all his orders, arrived in an automobile, accompanied by a sergeant—who afterwards, knowing that he was detected, hid himself on board the gunboat *Tejido*—and proceeding to a side entrance to the barracks, calmly produced a key and tried to open the door. Whether the impression of the lock previously obtained was false or he tried the wrong door, the lock would not yield, and as at this moment a sentry approached and fired three shots at the intruders, Senhor Coutinho and his companion re-entered the automobile and drove away at full speed.

The engineer who played such a prominent part in this case remains still a prisoner, but according to Exchange correspondent, "receives the homage of the whole barracks."

Officers Involved.

In consequence of this attempted rising, about 200 Marines, 18 sergeants, and many officers are under arrest. It seems that the Marine Regiment was to have been the first to take up arms, under the command of Senhor Coutinho, and was to have been followed by other regiments under various leaders of the conspiracy.

According to declarations made by Mr. Homan Christo in Paris, and by the Minister for the Interior to a local paper, the Monarchists will continue in their endeavour to overthrow the Republic, since they consider that the number of people of all social classes involved in the movement is so great that the Government is not strong enough to take them all prisoners.

Remains of Columbus.

At present the bones of Christopher Columbus are in the Cathedral at Santo Domingo. They will be sent to the Panama Pacific Exposition in San Francisco, says the *Philadelphia Record*, as part of the Dominican Republic's exhibit, according to plans just announced.

SORE THROAT.

The Remedy Doctors Use.

Most people know that sore throat is caused by germs, which are inhaled from the air and multiply in the throat, where they manufacture their specific poison. To cure the throat, the germs must be killed.

The only thing which will do this is a powerful germ destroyer dissolved in the saliva. It must, however, be made active only at the moment it is dissolved.

Only one preparation has this unique property. It is the one doctors use for their own sore throats—proof that it is the best. This preparation is Wulff's Formamint.

A physician explains, in "The Practitioner," why doctors use it for themselves. He writes: "I have never had sore throat myself since I began to use Wulff's Formamint, although I suffered periodically before."

Why doctors prescribe it for their patients is further explained in the same paper. The author states: "Having tried all the British Pharmacopoeia lozenges and most of the well-known proprietary antiseptic lozenges, I have become reduced to one, and one only (for sore throat), namely, Wulff's Formamint."

Distinguished patients who have used Wulff's Formamint are equally emphatic in their statements. Viscount Massorene and Ferrard writes: "I have found Wulff's Formamint most effective for the cure of sore throat, which quickly disappears after using a few tablets."

Such testimony must convince everyone that Wulff's Formamint is the best remedy for sore throat. All chemists sell it, in bottles of fifty tablets. Refuse all substitutes, and insist on having Wulff's Formamint, which is manufactured under a fully patented process. Messrs. A. Wulff and Company, 6, Kiutzing Road, Shanghai, will send a free booklet on sore throat, written by a famous London doctor, to all who write for it, mentioning this paper.

OPTICAL SPECIALITIES.

Owing to the increasing popularity of toric lenses and the pressure of orders, the firm of N. Lazarus, Opticians, etc., has been compelled, so as to cope with the increased demand, to add two more toric machines to its equipment, making four in all. The firm guarantees its toric lenses; in fact all its work in every particular is of the best, and, what is also of importance, does not charge excessive prices, but terms that are fair and reasonable for a first class article combined with class workman ship. Messrs. Lazarus make a speciality of doctors' prescription work, and, as all work is done on the premises, are in a position to meet orders at rates that compare favourably with home prices. All the latest patterns of rimless mounts, spectacles, etc., are kept in stock.

Sunny New Zealand.

It was an excellent idea of the New Zealand Government Meteorologist to make comparisons in his annual report between the sunshine of New Zealand and the sunshine of England and Italy. This report shows that New Zealand enjoys much more sunshine than England. In the Old Country the hours of sunshine in the year average from 1,200 in the North to 1,600 in the South of England, whereas the average of Napier for the last six years is 2,501, and of Nelson during the last four years 2,467. Canterbury can show figures well above the English ones, Lincoln's average for the five years ending 1911 being 2,168. But the most interesting feature of this sunshine comparison is that Napier and Nelson are both sunnier than places in Italy, according to the averages furnished for that country.

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1 CAMERON VILLAS No. 60 Peak, to let furnished for 1 year from 1st May.

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Hongkong, 26th Nov., 1913. [1047]

TO LET.—Two room Flats in Kowloon. Suitable for Europeans, in good airy locality. All Modern Conveniences. Terms Moderate. Apply H. RUTTON-JEE, Royal George Hotel.

Hongkong, 17th Oct., 1913. [967]

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情物無非確真實事聞要訪探大正論言官宗報本

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C. 5th edition Western Union.

The Hongkong Telegraph.

HONGKONG, THURSDAY, DECEMBER 4, 1913.

SAFETY AT SEA.

The International Conference which is to consider the safeguarding of life at sea was opened recently at the Foreign Office by the President of the Board of Trade. The object of the conference, in brief, is to secure uniform action by the maritime nations with the view of minimising the dangers which at present attend sea travel. In opening the Conference, Mr. Buxton remarked that much had been done in the past by the maritime Powers with a view to securing, or at least increasing, the safety of life at sea, but much remained to be done. The conference, he said, owed its origin to the terrible disaster to the Titanic, which gave food for thought to the whole civilised world, and brought home the fact that too much confidence—shared by all—had been placed in the scheme of construction of the great modern ocean-going passenger steamer.

The fact that all the great maritime Powers have been stirred, by that awful disaster, into taking joint action is a most hopeful sign. The cost was terrible, but since the lesson is being taken to heart and a strong, and joint, effort is being made to deal with the forces of the sea, much good should result. It is a good sign when feelings of horror and sympathy which follow a calamitous event become crystallized into a resolve that all that is possible will be done to ensure that the risks of such a tragedy being repeated will be reduced to the lowest. Given that determination on the part of the various nations, and a meeting of experts from different countries, and results of considerable importance may be expected from such a conference.

The most hopeful sign attending the conference is that its scope has been kept strictly within bounds. There many questions to face, but only the great, central problem of safety of life at sea is being considered. There is to be no drifting into side issues or questions of secondary importance. A conference of this nature ought to be able to make really useful and workable proposals which can be given effect to. It would be unwise and unfair, of course, to ask or expect too much. Risks at sea are many and varied and can never be fully removed or overcome. But we do not suppose the public expects more than is reasonable. What it does expect is that the Conference will do much more than indulge in mere philosophical debate. Incidentally, too, it will do a wider service in promoting international goodwill. That cannot fail to result from such a gathering founded on sympathy, and promoted for the benefit of mankind.

The Glenriddle Manuscripts.

Excitement will rejoice to read that the Glenriddle Burns manuscripts, thanks to the generosity of Mr. John Glenriddle, are to be returned to the old country. They should have been allowed to leave it. Aside from the debatable point of whether the Liverpool Athenaeum had any right to sell the volumes, it said very little for Scotland that she made no great effort to secure them. The volumes were presented to the Liverpool Athenaeum by the widow of Mr. Wallace Currie (son of Dr. Currie, the biographer). It is a nice point whether she was entitled to do anything of kind. Manuscripts lent to the biographer of a famous man do not usually remain his property, but that of his descendants. Or, if they do, such people surely possess them only in trust and have little or no right to give them away. However, that may be, all well that ends well, and Scotsmen everywhere are glad. Attaching the impossible.

Our friends at the Post Office have a rather busy time to-day over the despatch of the Christmas mail. In fact, they have been attempting to do more than they were capable of, with the staff at their command. The mail for registered letters closed at 10 a.m. and that for ordinary letters half an hour later. But long before either of those times, the office was crowded with customers. Their experience was not a happy one, it was a case of a long, long wait, and in some instances there was no reward for the exercise of patience involved. There came to the point of the trouble. The over-worked officials did the best they could to keep pace with the surging mass of customers, but it was a hopeless fight against time, and when the closing hour arrived there were crowds of customers still waiting.

We popped around to the Office at 10.40 and again an hour later, and on each occasion there were struggling hordes of Chinese servants still waiting to be served. And at the registration counter we could only see one solitary official battling with the rush. It seems that immediately the mail hours chimed, the gullies fell, and any letters not then over the counter were taken in at leisure and marked "Too late." As a consequence, many customers who had been waiting long before the closing time had the felicity of knowing that they had missed the mail through the incapacity of the postal official to deal with the abnormal rush.

More men Wanted.

It may be argued that the public has had a fortnight's advice of the date and hour of closing. But there are always people who will wait till the last day, and the Post Office should recognise that fact and make extra provision for such occasions. At home postal staffs are always augmented at Christmas time by additional sorters and men behind the counters, and it is high time Hongkong followed suit. If registration is notified as closing at 10 o'clock the customer has a right to expect that if he is at the registration counter at 9.50, the officials, who are paid by the public, will be there in sufficient numbers to ensure not only that registration is effected, but that the letter is despatched by the mail for which it is intended. There are probably many people in Hongkong to-day, who hope that their letters have gone on by the Empress of Asia. But we fear that many of these letters will not go forward till the next Siberian mail is despatched.

BAIL REFUSED.

A Chinese woman was remanded at the Police Court, this morning on a charge of stealing from a man in a house at West Point a pendant valued at \$250. Mr. O. F. Mason (Mr. F. X. D'Almeida) defended and asked for bail.

Sergeant Adlington opposed bail saying that the woman was caught pawing the pendant. Mr. Mason argued that she did not prove felony, there might be numerous valid reasons for pawning it.

Bail was refused.

DAY BY DAY.

NO MAN CAN BE BRAVE WHO CONSIDERS PAIN TO BE THE GREATEST EVIL OF LIFE: NOR TEMPERATE WHO CONSIDERS PLEASURE TO BE THE HIGHEST GOOD.—Cicero.

The Mail.

Siberian, Canadian and American Mails.—Left per s.s. Empress of Asia at 12.45 p.m. to-day.

American and Canadian Mails.—Left per s.s. Shinyo Maru at 12.50 p.m. to-day.

English Mail.—Due per s.s. Delta to-morrow at 7 a.m.

Siberian Mail.—Due per s.s. Assaye to-morrow.

Siberian Mail.—Closes per s.s. Delta at 4 p.m. to-morrow.

Stolen Hemp.

A coolie has reported that some person has stolen two bundles of hemp valued \$70.

Latest Advertisement.

Consignment notices concerning the s.s. Empress and the s.s. Tottori Maru appears on Page 5.

Change of Vessels.

The s.s. Hsingang departs to-morrow morning for Sandakan in place of the s.s. Mahang.

Drowned at Kowloon Docks.

A carpenter employed on the Royal Gillies, fell from the wharf at Kowloon Docks and was drowned.

Fell from a Boat.

A Chinese boiler maker has been admitted to the hospital suffering from injuries sustained by falling from the second floor of a house in course of erection.

Returned Several Times.

One year's imprisonment and four hours' stocks was the punishment inflicted by Mr. Wood, at the Police Court, this morning, on a man who had returned from banishment several times.

Three men in a Boat.

A fisherman has reported that whilst at Sai-wan-ho, three men in a boat came alongside him and after robbing him of \$24 in money and a silver girdle valued \$3.50, departed in the boat and cleared off.

New Vessel.

The s.s. Tai Shan the new boat built by the Hongkong and Whampoa Dock Company for the Hongkong, Canton and Macao Steamboat Company took up her berth alongside the owners' wharf this morning.

Honorary Chaplaincy.

Yesterday evening at the 8.30 o'clock service in St. John's Cathedral, Bishop Lander formally licensed the Rev. C. L. Cooper, Hunt the new army chaplain to an honorary chaplaincy of the Cathedral.

Raid on Gamblers.

A raid was made on Kennedy's tables yesterday by Sergeant Pitt and eleven matrons, who caught having a gamble in a stable. In order to avoid arrest one of the "boys" jumped into a stall and sustained injuries which necessitated his removal to the hospital. The remainder were brought to the Police Court this morning, and fined \$3 each.

To-day's Wedding.

The wedding took place to-day at St. John's Cathedral of Mr. Charles Francois Jean Quarles van Gifford, of the Java, China, Japan, Lijs to Miss Emma Isabel Harle of 1 Queen's Garden, Hongkong. Following the service a reception was held at Montpelier, where the happy couple were the recipients of many congratulations.

Drowned at Swatow.

News has arrived at Shanghai from Swatow of the drowning there, on the 21st ult., of Mr. Martin, aged 29 years, the second engineer of Messrs. Butterfield and Swire's steamer Szohuen. He had been four and a half years in the firm's employ and five months in the "Szohuen." He went ashore at night and, on returning, fell over the edge of the stone wharf, but nothing was known until the body was found floating in the harbour at 7 a.m. next day. The funeral was attended by representatives of the firm's shipping in port and the Customs and many flowers were sent. Mr. Martin was a native of Dundee, Scotland, where his parents reside. He was highly esteemed by his shipmates and his many friends in the various ports on the China coast.

COMPANY MEETING.

Hongkong and South China Steam Fisheries Co., Ltd.

A next ordinary general meeting of the shareholders in the Hongkong and South China Steam Fisheries Co., Ltd. was held this afternoon at the offices of Messrs. Bradley and Co., Mr. J. A. Plummer presiding. There were also present:—Messrs. J. W. C. Bonnard and Lo Shui Ha director, and Yung Kowk Choi, Wa Tze-wan, Fung Sun-hum, Loi Tze-sai, Tam Hing-yun, J. M. S. Rosario, J. Rocha, shareholder and F. Bevington secretary.

The Chairman said:—Gentlemen, there being a quorum present and being past the hour the meeting was called for, I will now ask the secretary to read the notice convening the meeting.

The Secretary read the notice as follows:—Hongkong and South China Steam Fisheries Co., Ltd. Notice is hereby given that an extraordinary general meeting of the Company will be held on Thursday, the 4th December, 1913, at 12.15 o'clock p.m. at 4, Queen's Buildings, Victoria, Hongkong, for the purpose of considering and if thought fit confirming the proposed Resolution passed at the Extraordinary Meeting held on 18th November, as an Extraordinary Resolution.

It is resolved that the Capital of the Company be reduced from \$150,000 to \$90,000 by reducing the par value of the Shares from \$10 to \$6 each.

BRADLEY & Co., Ltd., General Managers.

Hongkong, 2nd December, 1913.

The Chairman said:—Gentlemen, this meeting, as you are aware, is entirely formal, and is called to confirm the Special Resolution which you have just heard read, and which was passed unanimously at the last extraordinary meeting held on 18th November.

I have nothing to add to the remarks I then made, and all I have now to do is to ask you to confirm the resolution.

If any shareholders have any question to ask I shall be pleased to answer them to the best of my ability before putting the resolution to the meeting. (There were no questions.) Gentlemen, I beg to propose that, It is resolved that the Capital of the Company be reduced from \$150,000 to \$90,000 by reducing the par value of the shares from \$10 to \$6 each.

Mr. Bonnard.—I beg to second that.

The Chairman:—Proposed by myself and seconded by Mr. Bonnard that "It is resolved that the capital of the company be reduced from \$150,000 to \$90,000 by reducing the par value of the shares from \$10 to \$6 each." Those in favour kindly hold up their hands.—Against.—Carried unanimously. That is all the business gentlemen, I thank you for your attendance.

The meeting then concluded.

GOOD ADVICE.

The second number of Progress the Y. M. C. A. monthly has come to hand. It contains the following lines:—

JOIN THE TRIERS.

I'd rather be a Could Be, If I could not be an Are; For a Could Be is a May Be, With a chance of touching par. I'd rather be a Has Been Than a Might Have Been, by far; For a Might Have Been has never been, But a Has Been was once an Are.

SIR KAI HO-KAI'S DAUGHTER.

Goes North to get Married.

Among the recent departures for Shanghai was the daughter of Sir Kai Ho-kai, who is at present in that port on holiday.

The lady goes north to marry Chan Fung-tung managing director of the China Merchants Steamship Co. in the future.

Mr. Chan Fung-tung was a well-known figure in Hongkong some years ago.

DISHONEST HOUSE BOY.

Caught by Means of Marked Money.

A house boy employed by Mr. Basil Croucher, 3, Calder Path, Kennedy Road, was charged before Mr. Wood, at the Police Court, this morning, on the information of his employer with stealing various sums of money.

The complainant said he had mislaid money from his rooms from time to time. On the evening of the 22nd inst. he placed five Hongkong and Shanghai Bank notes of which he kept the numbers, and two dollars in small silver in his room. Next morning, one of the notes and some of the silver were missing. He informed the police and Sergeant Clark searched the boy's room and there found a number of notes, among them being the missing note and sixty cents in marked silver.

Sergeant Clark said he found a number of notes and the silver in the boy's room and the boy claimed it.

Defendant admitted that he stole three \$5 notes and one \$10 note.

He was sent to gaol for three months' hard labour, and four months' stocks.

VOLUNTEER ORDEFS.

The Volunteer Corps orders issued by Lieut.-Col. A. Chapman, V.D., state:—

Musketry (Casuals).—Part I of the Musketry Course will be carried out at King's Park Range on Saturday December 7 for all members who have not yet fired that part.

Badges.—New helmet and cap badges which have just arrived will be taken into wear at once. Members can obtain the new badges (which must be signed for) from the storeman on return of the old badges.

Joined.—The undermentioned members having joined the Corps are allotted Corps numbers and posted as follows:—1482 Pte. R. Brown to Scouts Company, 1483 Pte. J. C. McCutcheon to Scouts Company.

Resigned.—The undermentioned members are permitted to resign with effect from December 2, 1913:—Gunner G. Perkins, Gunner A. F. Mills, Sipper J. M. Dyer.

Leave.—Pte. W. A. Cornell is granted leave of absence from November 28, to December 8.

Promotions.—Pte. R. E. Linlisse is promoted Corporal with effect from December 3. Ptes. A. Hamilton and C. W. Jeffries are promoted Lance Corporal with effect from December 3.

Howitzer Section.—With reference to Order dated November 25, all members of the Howitzer Section will meet at Yau-mat Station on Sunday December 14, at 2.30 p.m. Dress:—muff.

CALENDARS.

Just about Christmas is Calendar season, and decorated cards which show how time flies come in by practically every post. A familiar one is that of the Norwich Union Fire Insurance Society Limited, for which Messrs. David Sassoon and Co., Ltd. are the agents. This is a choice view of Norwich Cathedral on a well balanced design in brown.

The Abingdon Assurance Co. of Hamburg, for which Messrs. Carlowitz & Co. are the agents issue a fine picture of a fine, while each leaf of the date book bears a quotation appropriate to the day.

The Aachen and Munich Fire Insurance Company, (local agents Messrs. Reuter Brokelmann and Co.) have sent us a very useful date book calendar. It is of handy size to hang over a desk.

The Scottish Union & National Insurance Company have illustrated their annual Calendar, a beautiful photo of the H. R. H. Duke of Connaught being the centrepiece.

Charge of Harbouring.—A Chinese defended by Mr. O. F. Mason (Mr. F. X. D'Almeida) was remanded at the Police Court, this morning, on a charge of harbouring a boy supposed to have been kidnapped.

HAUL OF OPIUM.

Charge Against Chief Steward of the Loongang.

Before Mr. Wood, at the Police Court, this morning, the chief steward of the s.s. Loongang, was charged with having on board, not entered on the manifest, 4,000 tins of opium valued about \$25,000.

Mr. R. O. Hutchison, Superintendent of Imports and Exports, prosecuted, Mr. Willson, of Messrs. Stephens and Willson defended, and Revenue Officer Wilden was in charge of the case.

Revenue Officer Wilden said he arrested the defendant at 7 p.m. on the 25th ult. in his bedroom at Lya Kwi Fong.

John MoAnah the chief officer of the ship said he knew the defendant. He was chief steward on the Loongang. Witness last saw him on the morning of the 22nd ult. on board the ship. The ship left that day about 4 p.m. for Manila. The defendant was not seen by witness after 8 p.m. and he did not go Manila. Defendant was not present for the medical examination of the passengers and crew.

Revenue officer Wilden and other officers came on board that morning about ten o'clock. Witness assisted the officer to search the ship. Wilden stationed several officers at different parts of the ship. One man was stationed by the steward's wine and spirit room. There was nothing found in the saloon. There were several openings at the top of the saloon and in one of these it was obvious opium had been stored. Witness asked repeatedly for the steward, but he was told he had not arrived from shore. He could not get the key of the store.

When the defendant did not turn up for the medical examination witness forced open the door of the store. In the store was kept the defendant's private property. There were two locks on the door, one a ship's lock and the other the defendant's lock. The ship's lock, witness found not to be locked, but the private lock was. It was customary to use a pass key to open the ship's locks, a kind of skeleton key which would open practically any lock on the ship. As far as he knew it had never been necessary to open the ship's lock on this store. Witness obtained possession of the key on December 2, when he had returned from Manila. The four cases of opium which were found in the store, were not signed for by him. All the stuff in the store room belonged to the defendant. The defendant had charge of the ship's manifest, but had not entered any opium on it.

By Mr. Willson: There were thirteen stewards on the ship. The chief steward could go ashore when he wished. The ship's officers bought their liquor from the defendant. The liquor supplied to them did not come from this particular store. A supply for immediate use was kept in the pantry. He could not tell if the defendant always took the key of the store with him. When witness asked the boys for the key they had not got it. Witness had not time to make an extensive search for the key, but he looked in the pantry for it and did not see it hanging up there. When he asked the boys for the key he could not get any satisfaction from them. Witness as a rule says stores as they were brought in, but he did not see these particular cases. Medical inspection was compulsory on sailing days.

By His Worship: The defendant had asked if his brother could make a trip under him as a steward. Witness replied that he could, and on the morning of sailing the boy was on board and sailed with them.

By Mr. Willson: When the opium was found he did not send ashore to try and find the defendant. After the ship sailed there was only the defendant missing.

After hearing the evidence and Mr. Willson's submission that the defendant had no knowledge of the opium being there, his Worship found the man guilty and sent him to gaol for six months without the option of a fine.

Stolen from a Cabin.—The chief officer of the s.s. Dag Maru has reported that a passenger has stolen from his cabin 230 yen whilst on the high seas.

THE SOTTO CASE.

Argument by the Defence To-day.

Sir William Rees Davies, the Chief Justice, sitting in Original Jurisdiction, at the Supreme Court, to-day resumed the case in which Vicente Sotto, a journalist, claimed from Thomas Carey Welch, Assistant Executive Secretary of the Philippine Islands, and John B. Sawyer, Vice Consul for U.S.A., the sum of \$4,811.03, being the equivalent of £500, in which the defendants are indebted to the plaintiff under the provisions of the Habeas Corpus Act, 31 Car. II, Cap. 2, by reason of their having procured or caused the imprisonment of the plaintiff on a charge of abduction within the territory of the Philippine Islands, well knowing that the plaintiff had been discharged from custody under a writ of habeas corpus sued out by him when in custody on the same charge.

Mr. M. W. Slade, K. C., instructed by Mr. Hind and Mr. Norrington, of Messrs. Brutton and Hett, appeared for the plaintiff. The first defendant was represented by Mr. Eldon Potter and Mr. F. O. Jenkin, instructed by Mr. Hastings, of Messrs. Hastings and Hastings, whilst the second defendant was represented by Mr. E. H. Sharp, K. C., instructed by Mr. Reader Harris of Messrs. Wilkinson and Grist.

Mr. Sharp continued quoting relevant cases, and, referring to the one in question, said it had never been decided that Sotto had not been convicted in the Philippine Islands of abduction; the Full Court had not purported to decide it. It simply said that the documents which had been sent to them were not in such form that they could be admitted. The exact point, therefore, was imperfectly papers. The case for the defence was more akin to evidence improperly admitted according to the finding of the Court. Although the documents produced were found to be not properly authenticated it was no bar to further proceedings, where the technical and formal defects referred to were curable. Sotto was discharged on the ground of informality in the proceedings or upon a ground which did not decide the real question, whether, upon the facts, the person arrested should be extradited for trial—that was to say, the question as to whether Sotto had in fact committed the offence, the Court had not enquired into. This being the law, he would ask his Lordship's consideration of its application to the present case. As he had already repeatedly put it to the Court, the merits were the question "Has Sotto been convicted of an extraditable offence i. e. the Philippines?" That question had not been decided.

In reply to his Lordship, Mr. Sharp said he had used the word "convicted" in respect of an offence in the Philippines.

His Lordship:—In other words was the evidence before the magistrate such as to justify him in holding that there had been a conviction in the Philippines?

Mr. Sharp said that was exactly the point. He also referred to a passage in the judgment of the Full Court decision which read "When a man has been convicted of a crime and sentenced, he owes a debt to justice and should suffer punishment."

If it had been held that the real motive was to get him for a political offence inasmuch as he had in fact rendered himself liable to be extradited in respect of a crime of which he was convicted, it would not matter at all if the underlying motive of the American Government had been to enforce the punishment which had already been adjudged against him. It was perfectly clear from Sir Francis Pigott's book on "Extra-Territoriality" that he never supposed the judgment he was delivering was going to be final in this matter. The Full Court did not say that the evidence, if read, would not have been satisfactory. The whole object of the proceedings was to heal the defects the Full Court had pointed out. The Full Court also said it was not placed in a position in which it could

SPECIAL CABLES.

THE KUOMINTANG EXPULSIONS.

EXPLANATION DEMANDED FROM GOVERNMENT.

(From Our (Kew) Correspondent.)

Shanghai, Received Dec. 4.

Members of Parliament yesterday interpellated the Government on the three days for an explanation of the violation of Parliamentary rights involved in unseating the Kuomintang members.

decide whether the Governor General of the Philippines or the Consul General of Hongkong was the proper person to make the requisition.

UNCLAIMED TELEGRAMS.

Eastern Extension Office.

Bansongwhatt, Singapore.
Cheongyonghong Tak'uta, Singapore.
Chailhao, Semarang.
Ducann Passenger, "Derill nger," Shanghai.
Druclo, Tientsin City.
Fillis, Bangkok.
Hingcheong Tailor Wellington Street, Singapore.
Julis, New York.
Kokwenyan, Newchwang.
Kongkengongshan, Penang.
Ngayehung Chez Trinitie, Ohlon.
Gka Nende, Singapore.
Sengheng, Singapore.
Tameingho 41 Bonham Strand East, Berkhamsied.
Tonghingfa t, Singapore.
Tungchinglong 10 Queen's Central, Singapore.
Wingsam Panama.
Yucenah Magawin Coton Chinois, Hanoi.
6830, Weihaiwei.

THE SINGLET MAKER.

Claim for Balance of Wages Due

The Puisse Judge, Mr. Justice Gompertz heard a case in the Summary Court this morning in which Ho Kwan, a weaver, sued the Mee Lee Shop and Ho Suk-ki, a partner therein, for \$17.00 being balance of wages due. Judgment was entered for plaintiff with costs against the first defendant previously.

Mr. O. A. S. Russ (Messrs. Goldring and Russ) appeared for the plaintiff and Mr. R. O. Vailthull for defendant.

Mr. Russ said it was first agreed that plaintiff should be paid five cents for each singlet and that he was to make eight singlets at least per day. Before the contract was consummated, however, the parties agreed that it would be better if plaintiff was hired by the month and accordingly defendant agreed to pay him eight dollars a month. That contract started on February 15, 1913, and on September 13, 1913, defendant determined the contract and said that if plaintiff wanted to stay on he was to have six dollars a month. Defendant refused to take this and the present action was the result. The total amount of wages for the month worked was \$84.80 and \$48.81 had been paid.

After hearing the evidence his Lordship gave judgment for defendant.

Naval Lieutenant Robbed.

For stealing clothes and a \$10 note belonging to Lieut. Gipps, of H. M. S. Newcastle, a Chinese boy was sentenced to three months' imprisonment at the Mixed Court Shanghai. Acting Det.-Sgt. Pyga, who prosecuted, explained that the Newcastle was now at Hongkong and would not return to Shanghai until February next. The case had been taken up by the police in consequence of a letter written by Lieut. Gipps. The story of the theft was that boy by accused had been employed as the complainant, and had borrowed \$10 from him. With this and articles of clothes he had abandoned while the Newcastle was at Chusan, but was traced through his guarantor and located with the clothing in his possession. The accused said that the clothing had been a present from his Master. He was found guilty, and sentenced as stated above was passed.

THE FRENCH RAILWAY SMASH.

Details of a Terrible Disaster.

Paris, November 5.—The full extent of the catastrophe at Melun cannot yet be estimated, as the wreckage of the two trains has not yet been cleared away, but it is feared that the report that 47 persons have been killed will prove to be but very little removed from the truth. By this evening 40 dead bodies had been extracted and taken to the operating theatre of Melun hospital, and it is believed that four more bodies are buried under the wreckage, which was still burning at an early hour this morning.

The two trains which came into collision were the No. 2 express which leaves Marseilles at 9 o'clock in the morning and is due at Paris at 10 o'clock in the evening, and the train No. 11, composed exclusively of mail coaches, which left Paris at 8.40 yesterday evening for Marseilles.

In order to cope with the heavy traffic a loop line has been constructed, the northern junction of which with the direct line is about 100 yards away from Melun railway station. While the postal train was crossing over the points on the main line to the loop, at a speed of about 40 miles an hour, the Marseilles express, which was travelling at a slightly higher speed, dashed into it sideways.

The heavy engine of the express smashed and overturned the postal locomotive and the first three mail coaches climbed over the debris, and then fell heavily to the side of the track, crushing one of the mail vans beneath it, and finally coming to rest in an upright position with its rear wheels deeply embedded in the ballast.

The baggage vans at the head of the passenger express were destroyed. The mail van which followed them was thrown right across the down line. The first passenger coach—second class—was dashed to pieces by the shock, and the second passenger coach crumpled up like a concertina against it. All the passengers in these two coaches were killed or severely injured.

Difficulties of Rescue Work.

Almost immediately after the accident loud explosions were heard and long tongues of flame rose from the wreckage of shattered mail vans, revealing to the rescuers, who ran along the line from Melun station, a tangled mass of flaming woodwork and twisted iron dominated by the upreared engine of the Marseilles express. Above the sound of its escaping steam were heard the groans and shrieks of the injured and dying. For a time the flames in the debris of the wreckage were so intense that rescue was impossible, and even when, after the arrival of the authorities and the railway staff, the horror-stricken passengers began in a systematic manner to search the wreckage for the injured, the task of extricating the survivors could only proceed very slowly owing to the inadequacy of the local resources.

The first person to be found—a woman—died after eight and a half hours of agony, pinned beneath the tender of the Marseilles express engine, which all the efforts of the special cranes dispatched from Paris were unable to move. Throughout the night hours she kept imploring those who stayed near her to put her out of her misery. She stated that she was the wife of Captain Amic, and kept asking for news of her husband, whose dead body was among the first to be identified.

One of the doctors succeeded in forcing his way close enough to the unhappy woman to give her

DAIRY FARM NEWS.

OUR

DAISY BRAND BUTTER

Is ABSOLUTELY the BEST OBTAINABLE.

Nothing annoys more than indifferent or bad quality butter at meals or at tea.

INSIST ON GETTING THE BEST and DON'T be INFLUENCED by your SERVANTS.

XMAS EXHIBITION

FANCY GOODS,
TOYS,
SMOKER'S REQUISITES.

NOW OPEN
INSPECTION INVITED.
KRUSE AND CO.

an injection of morphine, which diminished her sufferings, and towards 5 o'clock this morning, abandoning all hope of being rescued, she gave those who remained with her parting messages for her relatives, and passed on to them from underneath the tender the jewels she was wearing, which she wished to be handed to her mother.

The fire brigade, which arrived promptly on the scene of the disaster, was unable to save the burning coaches, and only with difficulty succeeded in preventing the spread of the flames to the carriages which remained intact, and in saving the gas-reservoir

(Continued on page 10.)

Tramcar Accident.
A man who was knocked down by a tramcar in Des Voeux Road has been sent to the hospital.

To-day's Advertisement

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"TOTTORI MARU," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 11th December, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.
Hongkong, 4th Dec, 1913. [1067]

To-day's Advertisements

FROM EUROPE.

THE H.A.L. Steamship EMDEN.

Capt. B. Kotzke, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 9th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo, ex.s.s. "Tanger" from Lisbon

"Hong Sigurd" from Christiania

"Jacoba" from Norrköping

"Bygde" from Drammen.

HAMBURG-AMERIKA LINE, Hongkong Office

Hongkong, 3rd Dec, 1913. [1060]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras and Mauritius).

THE Steamship "TORILLA,"

Capt. C.J. Swanson, R.N.R. will be despatched for the above ports on TUESDAY, the 9th Dec, at 3 p.m.

For further particulars, apply to

DAVID SASSOON & Co., Ltd. Agents.
Hongkong, 4th Dec, 1913. [1062]

MACKINTOSH

MEN'S WEAR SPECIALISTS.

ALL THAT IS BEST & CHOICEST

NEW SEASONS GOODS

NOW ON SHOW

YOUR INSPECTION IS CORDIALLY INVITED.

16, DES VOEUX ROAD, 16
Next door to Thos. Cook & Son.

WM. POWELL LTD.

TELEPHONE 316

GRAND XMAS BAZAAR.

NOW OPEN

TOYS, GAMES, ETC

IN

GREAT VARIETY

(A REALLY SPLENDID SHOW)

CHRISTMAS 1913

NEW ARTPIECES, CUT GLASS, BRONZE FIGURES
SILVERWARE, HIGH GRADE JEWELLERY
WATCHES, CLOCKS

ALL THE LATEST NOVELTIES. INSPECTION SOLICITED.
J. ULLMANN & CO., CORNER OF FLOWER STREET

ANDERSON MUSIC CO., LTD.

(SUCCESSORS TO MESSRS. LANE, CRAWFORD & CO.)

INVITE INSPECTION OF THEIR NEW STOCK
OF PIANOS, MUSIC AND MUSICAL GOODS

EXPERT TUNERS, REGULATORS AND REPAIRERS.

6, DES VOEUX ROAD, CENTRAL,

(TELEPHONE 6022)

ERVEN LUCAS BOL'S FINE OLD GENEVA & LIQUEURS



Are World Renowned For Their
Purity and Quality.

Sole Agents
CANDE, PRICE & CO., LTD.

WINE MERCHANTS.

6, Queen's Road Central, Hongkong.

TELEPHONE 135

Shipping

CANADIAN PACIFIC
ROYAL MAIL
STEAMSHIP LINE.

From Hongkong	From St. John N.B.
Empress of Japan 18th Dec.	14th Jan.
Empress of Russia 1st Jan.	Charter 24th Jan.
Monteagle 15th Jan.	14th Feb.

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA" are new quadruple screw, 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamships of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port £71.11.

"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port £65.

"MONTAGLE," Intermediate service, via Canadian Atlantic port £43, via Baso or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (Fare Class only) allowed to Naval and Military Officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner of Fodder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "Japan," 6,013 tons, Capt. Seddon, will be despatched to YOKOHAMA, KOBE & MOJI on 13th Dec.

WESTWARD.

S.S. "Torilla," 5,205 tons, Capt. Swanson, will be despatched for SINGAPORE, PENANG & CALCUTTA on 6th Dec.

S.S. "Dilwara," 5,378 tons, Capt. Ramage, will be despatched as above on 10th Dec.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Dec. 2nd, 1913.

Agents

HONGKONG, CANTON, MACAO,

AND

WEST RIVER STEAMERS.

Joint Service of THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD., AND THE CHINA NAVIGATION CO., LTD.,

HONGKONG-CANTON LINE.

HONGKONG TO CANTON, CANTON TO HONGKONG.

Thursday, 4th December.

10.00 p.m. "Kinshan," 5.00 p.m. "Honam."

Friday, 5th December.

8.00 a.m. "Honam," 8.00 a.m. "Fatshan,"

10.00 p.m. "Fatshan," 5.00 p.m. "Kinshan."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton. Company's Steamers—Day Steamers Call No. 775. Night Steamers. Call No. 775.

HONGKONG-MACAO LINE.

S.S. "Heungshan," Tons 1651 S.S. "Sui An," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 7th December.

The Company's new Steamship,

"Tai Shan."

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES

Saloon—Single £3.00 Return £5.00.

1st Class—Single 2.00 Return 3.00. 2nd Class—Single 1.00 Return 2.00.

Staterooms—Saloon. \$1.00 per person each way. 1st Class. 50 cents per person each way.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "Hoi-Sang" 457 Tons.

D'tures. from Macao to Canton on Mon., Wed., & Fri., at 9 p.m.

D'tures. from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of

Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "Sainam" 588 Tons, and "Nanning," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "Linton" and "Sanul." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT

COMPANY LIMITED.

(HOTEL MANSIONS FIRST FLOOR)

Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



Projected Sailings from Hongkong—

Subject to Alteration

Sailing Date

Destination

Steamers

Sailing Date

T. 12,500

WEDNES., 17th

Dep. at daylight.

Kaga Maru

Capt. Sekine

T. 12,500

TUESDAY, 16th

Dec. at noon.

Sado Maru

Capt. Asakawa

T. 12,500

TUES., 30th

Dec. at noon.

Yokohama Maru

Capt. Wada

T. 12,500

TUESDAY, 16th

Dec. at noon.

Kumano Maru

Capt. Winckler

T. 9,300

WED., 17th

Dec. at noon.

Tango Maru

Capt. Yoshikawa

T. 13,500

WEDNES., 14th

Jan. at noon.

Ceylon Maru

Capt. Naguchi

T. 12,500

SATURDAY,

13th Dec.

Colombo Maru

Capt. Kawachima

T. 6,000

MONDAY,

8th Dec.

Hitachi Maru

Capt. Yamawaki

T. 12,500

SATURDAY,

6th Dec.

Kawachi Maru

Capt. Christiansen

T. 12,500

SATURDAY,

6th Dec.

Tosa Maru

Capt. Sato

T. 12,000

TUESDAY,

9th Dec.

Cargo only.

Fitted with new system of wireless telegraphy.

PASSENGER SEASON—1914

FOR EUROPE.

Miyasaki Maru 16000 tons sails Wednesday 28th January.

Kitano " 16000 " " 11th February.

Iyo " 12500 " " 25th "

Hirano " 16000 " " 11th March.

Katori " 20000 " " 25th "

Kamo " 16000 " " 8th April.

Kashima " 20000 " " 22nd "

FOR AMERICA.

Shidzuoka Maru 12500 tons sails Tuesday 27th January.

Tamba " 12500 " " 10th February.

Aki " 12500 " " 24th "

Sado " 12500 " " 10th March.

Yokohama " 12500 " " 24th "

Awa " 12500 " " 7th April.

Shidzuoka " 12500 " " 21st "

For further information apply to

Telephone No. 292.

T. KUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail

SHANGHAI & TSINGTAU. Paoling 6th Dec. at m'night

MANILA, CEBU & ILOILO. Tean 9th Dec. at 4 p.m.

SHANGHAI. Kanchow 9th Dec. at 4 p.m.

SHANGHAI. Anhui 11th Dec. at 4 p.m.

HAIPHONG. Sungkiang 12th Dec. at 10 a.m.

SHANGHAI & TSINGTAU. Chenan 13th Dec. at m'night

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chenan," and the S.S. "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

Reduced Fares—single & return \$7.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Agents

Telephone No. 36

Hongkong 3rd Dec., 1913.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Outward Bound.

(Vladivostok via Nagasaki.)

The S.S. Koursk, 6,400 R.T., Capt. Padaika, is expected to arrive here about the 8th day of December.

Homeward Bound.

(Odessa via usual ports of call.)

The S.S. Tambov, 4,441 R.T., Capt. Alexieff, is expected to arrive here about the 19th day of December.

N.B.—The exact date of arrival will be published after the receipt of the sailing telegram from the last port of call.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHAMANOFF.

Hotel Mansions, Tel. No. 1224.

Hongkong, 27th Nov., 1913.

Shipping

HONGKONG
PHILIPPINES.PEILIPPINES
STEAMSHIP CO

Steamship.	T.	Captains.	For	Sailing date:
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Zaloro 4000 F. S. McMurray Manila Mangarin. SATUR., 13th

Rubi 4000 J. Miller Cebu and Iloilo. Dec. 4 p.m.

Manila Mangarin. TUES., 23rd

Cebu and Iloilo. Dec. 4 p.m.

Electric light, fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 25th Nov. 1913.

JAVA-CHINA-JAPAN

LIJN.

Regular fortnightly service between

JAVA, CHINA AND JAPAN.

Steamship.

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ADVERTISING COSTS MONEY

ADVERTISING PAYS

AS PROFESSOR VAN ROOS (OF GHENT)
SAYS
"ONLY THE GOODS THAT REALLY MATTER
can we afford to keep
CONSTANTLY BEFORE THE PUBLIC."

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ADVERTISING IN**

and
THE BEST MEDIUM FOR ADVERTISING

IS AN EVENING PAPER,

which is taken home when the work of the day is over, and the MIND, relieved from
WORRIES, is susceptible to the influences brought upon it. A paper

LIKE THE "TELEGRAPH"

with a large and constantly increasing circulation amongst the
RIGHT CLASS OF SUBSCRIBERS IS

THE BEST MEDIUM

(WITHOUT DOUBT)

FOR ADVERTISEMENTS.

Skilled advice and rates on application to the Manager.

11, Ice House Street.

Telephone No. ONE.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, THURSDAY, DECEMBER 4, 1913, 4.30 P.M.

EXORCISING EVIL SPIRITS.

Strange Ceremony in Tokyo.

A service, with full Shinto ritual, was held on the 21st instant on the Yodobashi bridge at Yodobashi, a suburb of Tokyo, for the purpose of exorcising evil spirits which superstition has it have long haunted the bridge.

Tradition says that seven or eight hundred years ago a wealthy man named Nakahochi lived in the neighbourhood. Fearing that his property might be requisitioned for war expenditure, he buried several boxes of bullion at the foot of a pine tree near the river, and, after killing the servant who buried the boxes, threw the remains into the river. Subsequently the only daughter of the rich man was married several times, but in each case the bridegroom died. The daughter mourned over her fate and left her father's house. When she was crossing the bridge she suddenly disappeared, and was never again seen.

For many years the bridge was called the Sogata-midzu-bashi (Bridge of the Mysterious Disappearance), but eventually a Shogun of the Tokugawa Shogunate changed the name to Yodobashi. It is, however, stated that any bride who passes over the bridge at the time of marriage is invariably divorced, and, therefore, brides avoid the bridge.

The service was held to exorcise the spirit, and consisted of prayers recited while Shinto priests passed over the bridge striking at the spirits, which they alone saw.

LEGAL EFFECT OF POST-DATED CHEQUES.

It is curious that since *Forster v. Mackrell* (1887) no reported case has arisen dealing with the legal effect of post-dated cheques. In that case, says the *Law Journal*, the Court of Exchequer held, after much doubt, that a cheque given by a partner in a firm of solicitors dated seven days later than the time when it was actually delivered could not in substance be distinguished from a bill of exchange at seven days' date, and as the partner had no power to give bills, though he had full authority to draw cheques, his firm was not bound by the transaction and could not be sued on the post-dated cheque. The rule as laid down by Chief Baron Kelly was that "a post-dated cheque is the same thing as a bill of exchange at so many days' date as intervene between the day of delivering the cheque and the date marked upon the cheque."

Applying this rule, Mr. Justice Scrutton has now held that a cheque given by an infant some days before he attained his majority, though dated forward for presentation afterwards, cannot be sued on even by a bona-fide holder for value, any more than could a bill of exchange given in similar circumstances (*Hutley v. Peacock*—October 25). In this case the cheque was not given for necessities; but even if it had been it is doubtful if the indorsee could have sued on it. The provisions of the Infants Relief Act, 1874, are so sweeping that it has been held that, even where a bill or note has been given in respect of necessities supplied, there is no liability upon the instrument, though there may be upon the consideration. If the person who supplied the necessities indorses the instrument to another, the latter cannot sue nor present a bankruptcy petition against the infant founded on the debt alleged to be due to him as indorsee, nor can the former succeed without evidence of the supply of necessities. (In *re Soltykoff*, 1891.) The legal defences of infants are manifold, and though they are often without merit, it is in accordance with the policy of the law that they should prevail, and the raising of them affords no ground, as Mr. Justice Scrutton found in the case before him, for depriving the successful infant of his costs.—*Financial Times*.

THE CONSCRIPTION SYSTEM.

Chinese Minister of War Urges Adoption.

Tuan Chi jui, the Minister of War, has proposed to adopt the conscription system first in the north-western provinces such as Shansi, Shensi, Sinkiang and Kansu, and then in the southern provinces. He holds that unless China obtains recruits by compulsion, she cannot expect thorough military reform and an efficient frontier defence. The reason why he proposes to enforce the conscription scheme first in Sinkiang and Kansu, is that the conditions and customs in those provinces are different from what prevails in the central provinces. Should the conscription system be adopted there, the defence of the frontier will be strengthened, as all the soldiers will be recruited from among natives who understand local conditions and are accustomed to the Northern climate, and consequently they can defend the frontier better than other soldiers. Finally, the conscription system will be adopted in the southern provinces, but for the time being, it will be postponed.

OPIMUM PROHIBITION.

An Official Bureau to be Established.

During the past six months the National Opium Prohibition Union and the International Reform Bureau have repeatedly urged the President and the Cabinet to establish an official opium prohibition bureau in Peking. This Bureau would unify and push the measures for opium prohibition through the country. The fact that during the past year such places as Kansu and Kweichow have so persistently disregarded the Presidential Orders, and the national laws against opium planting, shows the imperative need of a Central Bureau to investigate and enforce this important prohibition.

A reply has been received from the Board of the Interior to the effect that the Board has been instructed by the Cabinet to inaugurate an official Anti-Opium Bureau in the said Board. The Order is that Bureau shall take charge of Opium Prohibition work throughout the whole of China. The reply also states that regulations are now being drafted for the work of this Bureau.

NEW TRADE MOVEMENT.

A bureau of insular and foreign commerce, by means of which it is expected to stimulate the exchange of commodities between Seattle and foreign ports, especially Manila, is about to be established at the former port. This is the substance of a letter just received from the Seattle Chamber of Commerce by the Manila Merchants' Association.

The plan is the direct result of the visit to Seattle of E. J. Haberer, a former resident of Seattle, and later of Manila who bears credentials from the government as insular commercial agent. Mr. Haberer's plans include, in addition to the establishment of the bureau already mentioned, the organization of an American interisland steamship line, and it is believed that this project is about to be realized. He has also induced the Royal Mail Steam Packet company to consider the advisability of a Manila-Saigon connection with its regular liners. By this means it is hoped to give an opportunity to open the Indo-China and Yunnan trade to American merchants and manufacturers.

Every effort will be made to cooperate with the Manila merchants' association, to the end of developing the numerous opportunities for exchange of commodities between this port and mainland of the United States.

NEW BUSINESS SPIRIT.

More Co-Operation Between Master and Man.

We are witnessing in our time a gradual but certain change in the mutual attitude of employer and employee in business. A more human atmosphere is beginning to prevail in the relations between master and man. Arrogance and too obvious superiority are fast disappearing on the one side and an almost clamorous inferiority on the other.

Mr. Grenville Kleiser, the American writer and social worker, who is visiting London, calls this the new spirit in business, and he declared to an *Evening Standard* representative that it had made more headway in the United States than it has in Britain.

"Conditions in London," he said, "are somewhat improved, but as they exist between employer and employee they still are far from what they ought to be. The general scale of salaries is too small, and in many business houses, if I am correctly informed, employees are not sufficiently encouraged to develop and use their best power."

Commercial Jealousy.

"I have heard, too, on many sides that in some of the big firms heads of departments, jealous of their own positions, discourage young men under them who display pushfulness, as being a menace to themselves. Not only is this very wrong, but it must militate against the interests of all concerned."

"But the new spirit in business is significant of better things to come. Employers more fully realize their dependence upon their employees, and employees in turn realize the importance of rendering more efficient service. In the houses where the new spirit prevails the atmosphere is one of harmony and co-operation. While everything is conducted with system and regularity, there is a sense of freedom and independence pervading these establishments. Employees are encouraged to give their best services, and to make suggestions for improving and securing business."

"How is the employer to secure this co-operation and good-will? First, by keeping in reasonable personal touch with his employees. There are some things which cannot be delegated. Appreciation, encouragement, and sympathy, and inspiration are best conveyed to employees by the head of a business house in person."

Employer and Employee.

"The progressive employer realizes how much he owes to his employees, how dependent he is upon them. The employee, too, has his part to do in order to bring about the ideal conditions which should obtain. And one of the greatest needs is training in the fifty or more essential qualifications for real success."

Mr. Kleiser suggests that every man should take his own mental measure, appraise himself so to speak, find out just where he stands in the scale of human values. In this way he can readily determine in what qualities he is deficient, and with proper guidance he can proceed to supply these shortcomings.

"The growing new spirit in business," he declared, "is not only making men more efficient, but it is bringing into daily activity many of the fine and noble qualities of manhood which at one time were thought to belong to religion rather than to business. Integrity, nobility, loyalty, temperance, faith, and similar qualities are conspicuous in the great trade of commercial righteousness now spreading throughout the English-speaking countries."

MARKET PRICES.

Hongkong Nov. 29 1913.
BUTCHER MEAT.

Beef Sirloin & Prime Cut, — Mei Lung Pa	...	lb.	18.	
" Corned, — Ham Ngau Yuk ...	...	"	18	足
" Roast, — Shiu " " " " " "	...	"	18	腿
" Breast, — Nagu Lam " " " " " "	...	"	12	肉
" Soup, — Tong Yuk " " " " " "	...	"	15	
" Steak, — Ngau Yuk Pa " " " " " "	...	"	18	牛
" do. — Sirloin Cotom — Ngan Lau ...	...	"	28	牛
" Sausages, — Ngau, Ohauang ...	...	"	20	牛
Bullock's Brains, — Know ...	per set	10		牛
" Tongue fresh, — Nga Li ...	each	45		牛
" corned, — Ham Ngau Li ...	"	55		牛
" Head, — Ngau Tan " " " " " "	...	60		牛
" Heart, — Ngau Sum " " " " " "	...	12		牛
" Hump, Salt, — Ngau Kin " " " " " "	...	15		牛
" Feet, — Ngau Kaak " " " " " "	...	18		牛
" Kidneys, — Ngau Yi " " " " " "	...	8		牛
" Tail, — Ngau Mei ...	...	9		牛
" Liver, — Ngau Kon " " " " " "	lb.	18		牛
" Tripe (undressed), — Ngau To " " " " " "	...	12		牛
Calves' Head & Feet, — Ngau-chai-lau-kark	set	6		牛
Mutton Chop, — Young Poi Kwat	lb.	\$1		羊
" Leg, — Young Poi " " " " " "	"	25		
" Shoulder, — Young Shau " " " " " "	"	25		
Pigs Chitling, — Chu Chong " " " " " "	"	22		猪
" Brains, — Chu Know " " " " " "	per set	27		猪
" Feet, — Chu Kark " " " " " "	lb.	2		
" Fry, — Chu Ohak " " " " " "	"	12		猪
" Head, — Chu Tau ...	"	3		
" Heart, — Chu Sum ...	each	18		猪
" Kidneys, — Chu Yiu " " " " " "	pair	10		猪
" Liver, — Chu Con " " " " " "	lb.	8		猪
Pork, Chop, — Chu Pak Kwat " " " " " "	"	24		猪
" Corned, — Ham Chu Yuk " " " " " "	"	23		猪
" Leg, — Chu Pa " " " " " "	"	27		腿
" Fat or Lard, — Chu Yau " " " " " "	"	24		
Sheep Head and Feet, — Tau Kark	set	30		
" Heart, — Young Sum " " " " " "	each	65		
" Kidneys, — Young Yiu " " " " " "	"	7		
" Liver, — Young Con " " " " " "	lb.	9		
Smoking Figs, To Order — Chu Cha. " " " " " "	"	25		
Suet, Beef — Sang Ngau Yau " " " " " "	"	22		生
" Mutton, — Sang Young Yau " " " " " "	"	18		生
Veal, — Ngau Chai Yuk " " " " " "	"	25		仔
" Sausages, — Ngau Chai Ohauang " " " " " "	"	18		牛

POULTRY.

Chicken, — Kai Chai	lb.	30
Capon, Large, Small, — Sin Kai	"	28
Ducks, — Ap	"	24
Doves, — Fan Kau	each	18
Eggs, Hen, — Kai Tan	per doz	20
Fowls, Canton, — Kai	lb.	32
" Hainan, — Hoi Nam Kai	"	28
Geese, — Ngai	"	27
Goose, Wild, — Shang-ho Yee Ngai	"	—
Musk Deer, — Wong Keng	each	—
Hare, Shanghai, — Yu Chai	"	65
Partridge, — Ohe Khoo	"	70
Pheasant, — Shan Kai	pair	1.45
Pigeons, Canton, — Pak Kup	each	32
" Hoihow, — Hoi How Pak Kup	"	24
Quail, — Um Chuan	"	15
Rice Birds, — Wo Fa Chuan	dozen	70
Snipe, — Sa Ohoy	each	24
Turkeys, Cook, — Phor Kai Kung	lb.	60
" Hen, — Na	"	45
Wild Ducks, — Shang-hoi Sui Ap	"	1.20
Teal, — Sai Ap Chai	"	55
Wild Ducks Canton, — Sang Shing Sui Ap	"	95

FISH.

Barbel, — Ka Yu	lb.	8
Bream, — Bin Yu	"	17
Canton Fresh Water Fish, — Hoi Sin Yu	"	17
Carp, — La Yu	"	22
Catfish, — Chik Yu	"	20
Codfish, — Mun Yu	"	18
Crabs, — Hai	"	24
Outlet Fish, — Muk Yu	"	16
Dab, — Sa Mang Yu	"	16
Dog, — Wong Mei Lam	"	12
Doi Fish, — Lit Tu Sa	"	8
Eels, Congor, — Hoi Mann	"	16
" Fresh water, — Tam Sin Yu	"	17
Kels, Yellow, — Wong Sin	"	24
Frogs, — Tien Kai	"	32
Garoupe, — Sek Pan	"	60
Gudgeon, — Pak Kup Yu	"	12
Herring, — Tao Pak	"	18
Halibut, — Cheung Kwan Kup	"	28
Labrus, — Wong Fa Yu	"	18
Loach, — Wu Yu	"	28
Lobsters, — Lung Ha	"	30
Mackerel, — Chi Yu	"	32
Monk Fish, — Mong Yu	"	20
Mullet, — Chai Yu	"	20
Rysters, — Sang Hoo	"	22
Parrotfish, — Kai Kung Yu	"	18
Rach, — Tau Loo	"	17
Fike, — Fa Paw Poong	"	8
Plaice, — Pan Yu	"	20
Pomfret, Black, — Hak Chong	"	24
Pomfret, White, — Pak Chong	"	28
Prawns, — Ming Ha	"	48
Oy, — Fai Pa Sa	"	9
Pock Fish, — Sak Ka Kung	"	16
Park, — Chu Yu	"	10

Salmon, — Ma Van Y	lb.	32
Shark, — Sa Yu	"	9
Skate, — Po Yu	"	10
Shrimps, — Ha	"	28
Snapper, — Lap Yu	"	22
Soles, — Tai Sa Yu	"	18
Tench, — Wan Yu	"	18
Turbot, — Cho How Yu	"	20
Turtles, small, fresh water, — Kork Yu	"	60
White Bait, — Ngau Yu Chai	"	—

FRUITS.

Almonds, — Hung Yau	lb.	30
Apples (California), — Kam San Ping Kho	"	20
" (Ohefoo), — Tin Chun Ping Kho	"	—
" Small, — Hoi Tong	each	—
" Custard, — Fan Lai Chi	"	—
Bananas, fragrant, Canton, — San Shing Heung Chiu	lb.	3
" (brides), Macao, — San Heung Chiu	"	3
Chestnuts, Chinese, — Fong Lut	"	12
Carambola, — Yeung Tue	"	15
Cocoanuts, — Yeh Tse	each	10
Lemons, China, — Ning Moong	"	8
" America, — Kam San Ning Moon	"	8
Lichees Dried, — Lai Chi, small Stone	"	30
" Fresh	"	—
Limes, (Saigon), — Sai Kung Ning Moong	each	—
Mango, Manila, — Lui Sung Moong	"	—
Mangosteens, — San Chuk Tse	doz	—
Oranges, (Canton), — San Shing Tim Ching	lb.	6
" Sweet	"	8
Pears, (American), — Kam San Shoot Lay	"	15
" (Canton), Cooking, — Sa Lay	"	12
Peanuts, — Fa Sang	"	8
Periwinkles Large, — Hung Chio	"	—
Pine-apples, 1st quality, — Poon Ti Paw Law	each	—
" 2nd — Chung-tang Paw Law	"	—
Plantain, — Tai Cheu	lb.	3
Pumpkins, — Swatow, Hung Lai	"	—
Pumelo, Siam, — Ohim Lo Yau	each	15
" Shanghai, — Lo Kwat	"	—
Walnuts, — Hop Tao	lb.	15
" Green, — Sang Hop Tao	"	—
Water Melon, — (Am.) Kom San Sai Kwa	each	—
" (China) Sai Kwa	"	—
Grapes, — Sang Po Tai Tse	lb.	20

VEGETABLES, &c.

Artichokes, Shanghai, — Sheung-hoi Ah Chi	lb.	10
Cheuk	"	15
Beans, (French), Macao, — Oh Moou Pin Tau	"	15
" (French) Shanghai, — Sheung Hoi Pin	"	15
" Tau	"	5
" Sprout, — Ah Cho	"	8
" Long, — Tau Ko	"	8
Beet Root, — Hung Choi Tau	each	6
Brijals, Green, — Ching Yau	"	8
" Red, — Hung Ker	"	8
Cabbage, Chinese, com., — Kai Choy	"	12
Cabbage Red, — Hung Yea Choy	"	15
Cabbage, Shanghai, — Yeh Chai	"	15
Cane Shoots, bunch, — Kan Shun	lb.	10
Cauliflower, Large size, — Tai Yeh Cho Fa	"	—
" Medium size, — Cheung Yeh Cho Fa	"	—
" Small size, — Sai Yen Chai Fa	"	—
Carrots, — Kam Shum	lb.	6
Celery, Chinese, — Tong Kan Chai	"	8
" English, — Young Kan Chai	"	—
Chillies Dried, — Gon Lai Chiu	"	25
" Red, — Hung Far Chiu	"	15
" Green, — Ching Lat Chiu	"	12
Curry Stuff, English, — Kar Lee Chai Liu	"	10
Cucumbers, — Ching Kwa	"	8
Garlic Squash, — Fu Kwa	"	10
Garlic, — Que Tau	"	8
Ginger, young, — San Tse Keung	"	8
" old, — Lo Keung	"	10
Horseradish, Shanghai, — Lik Kan	"	15
Indian Corn, — Suk Mai	each	—
Lettuce, — Young Sang Chai	"	1
Water Chestnuts, — Ma Tai	lb.	6
" Mandarin, — Kwai Lam Ma Tai	"	8
Mushrooms, Fresh, — Sang Cho Koo	"	35
Musk Melon, Amer., — Kam-san Hong Kwa	each	—
Kroese	"	12
Onions Bombay, — Young Chong Tau	"	8
" Green, — Sang Chong	"	6
" Shanghai, — Shang-hoi Chong Tau	"	6
Papaya, 1st qual., — Tai Man Sau Kua	each	—
" 2nd — Chung	"	—
Paralee, — Kun Cho	"	—
Green Peas, — Ching Tau	lb.	15
Potatoes, Sweet, — Fan Shu	"	3
" Shanghai, — Shang-hoi Shu Tau	"	3
" Japan, — Yut Poon Shu Tau	"	3
" American, — Fa Ki Shu Tau	"	10
" Foonhow, — Foon-chow Shu Tau	"	—
Pumpkin, — Tong Kwa	"	3
Radish, — Hung Lo Pak Tai	"	5
Rhubarb (Fresh), — Tai Wong	"	8
Sage, — Tao So	"	8
Shallots, — Gon Ching Tau	"	5
Spinach, — Yin Chai	"	6
Tomatoes, — Fan Ker	"	6
Taro, — Wu Tau	"	6
" Punli, (Long), — Lo Pak	"	4
" English, — Young Lo Pak	"	—
Vegetable Marrow, — Chit Kwa	"	4
" (American), — Kam-san Chit Kwa	"	—
Water Cress, — Sai Young Cho	"	15
" Lily root, — Lin Ngau	"	6
Yams, — Ta Shu	"	6

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

W. BOWEN-ROWLANDS
Secretary, Sanitary Board.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration).

For	Steamship	On
SANDAKAN	Hinsang	Thurs. 4th Dec. at 5 p.m.
SHANGHAI	Choysang	Fri. 5th Dec. at 4 light
MANILA	Loongsang	Sat. 6th Dec. at 2 p.m.
SHANGHAI via Foochow	Esang	Sun. 7th Dec. at 4 light
SHANGHAI	Wingsang	Tues. 9th Dec. at 4 light
MANILA	Yuensang	Sat. 13th Dec. at 2 p.m.
S'HAU, Kobe & Moji	Namsang	Tues. 16th Dec. at 4 light
S'PORE, Pang & Ocutta	Lalsang	Thurs. 18th Dec. at noon
S'HAU, Kobe & Moji	Yatsang	Sat. 20th Dec. at noon
S'PORE, Pang & Ocutta	Fooksang	Tues. 23rd Dec. at noon

Return Tours to Japan (Occupying 24 days)
The steamers "Kutsang," "Namsang" and "Lalsang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lova," "Yatsang" and "Sulsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choysang," "Kwongsang" and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
*Steamers have superior accommodation for first-class passengers, and are fitted throughout with Electric Light.

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‡Taking cargo on Through Bills of Lading to Kudat Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

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PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service—Homeward.

For	Steamers	Date of Sailing
LONDON & ANTWERP	Den of Clamis	28th Dec.
LONDON & ANTWERP	Monmouthshire	26th Jan.
LONDON & ANTWERP	Den of Airle	28th Feb.

Trans-Pacific "Shire" & "Glen" Joint Service.

V'TORIA VVER STLE	Merionethshire	23rd Dec.
TACOMA & PLAND		
V'TORIA VVER STLE	Glenroy	18th Jan.
TACOMA & PLAND		
V'TORIA VVER STLE	Cardiganshire	5th Feb.
TACOMA & PLAND		

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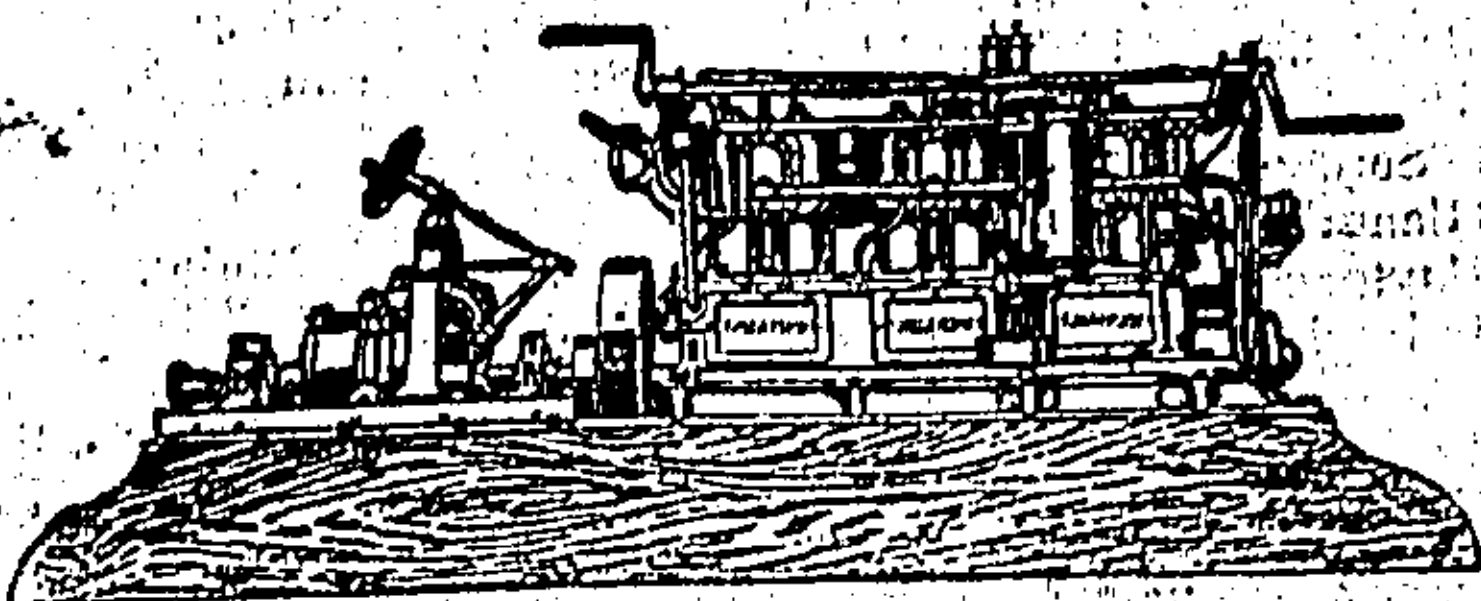
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EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	Date Dispatched.
Copenhagen, Gothenburg and Baltic Ports	Ceylon	A. N. Co.	15, Jan.
Marseilles, London & Antwerp via Singapore &c.	Mishima M.	N. Y. K.	3, Dec.
London, via Usual Ports of Call	Assaye	P. & O.	6, Dec.
Marseilles, Bremen & Hamburg &c.	Westphalia	H. A. L.	6, Dec.
Rotterdam, Hamburg & Antwerp &c.	Brasilia	H. A. L.	15, Dec.
Trieste, via Singapore, Penang, Colombo, etc.	Africa	S. W. Co.	15, Dec.
London & Antwerp via S'pore &c.	Sunda	P. & O.	10, Dec.
Bavre, Emden & Hamburg &c.	Istria	H. A. L.	20, Dec.
N'les, G'oa, A's, G'tar, S'ton	York	M. & Co.	10, Dec.
Glasgow, London & Antwerp	Glenloch	S. T. Co.	7, Dec.
T'te, Fiume, V'ce, via S'pore etc.	E. F. Fried.	S. W. Co.	31, Dec.

NEW YORK SAN FRANCISCO AND CANADA.

San F'co via S'hai & Japan &c.	Korea	P. M. Co.	9, Dec.
V'toria, B.O. & T'ms via S'hai &c.	Panama M.	O. S. K.	10, Dec.
Boston and New York	Munaster C.	D. & Co.	5, Dec.
Vancouver, via S'hai, Japan etc.	C. P. R.	C. P. R.	4, Dec.
Vancouver via S'hai, Japan etc.	Monteagle	C. P. R.	15, Jan.
San F'co via S'hai & Japan &c.	Siberia	P. M. Co.	16, Dec.
V'toria, B.O. T'ms via Japan &c.	Seattle M.	O. S. K.	25, Dec.
San F'co via S'hai & Japan &c.	Shinyo M.	T. K. K.	4, Dec.

AUSTRALIA.

Australian Ports via Manila	St. Albans	G. L. Co.	11, Dec.
Australian Ports via Manila	Kumanom.	N. Y. K.	17, Dec.
Australian Ports via Manila	Coblenz	M. & Co.	27, Dec.

SINGAPORE COAST PORTS AND JAPAN.

Yokohama, Kobe and Moji	Fu'tala	J. M. Co.	Q. desp.
Japan	Tjitaroom	J. C. J. L.	Q. desp.
Batavia, Cheribon, Samarang &c.	Tjibodas	J. C. J. L.	Q. desp.
Mexican, Peruvian and Chile			
Ports via Japan	Amoy M.	T. K. K.	3, Dec.
Shanghai	Tjikin	J. C. J. L.	Q. desp.
Kobe	Coblenz	M. & Co.	10, Dec.
Shanghai, Yama, Kobe & Moji	Ceylon	A. N. Co.	14, Dec.
Manila, Mangarin, Iloilo & Cebu	Rubi	S. T. Co.	3, Dec.
Batavia, Cheribon, Samarang &c.	Tjipanas	J. C. J. L.	Q. desp.
Singapore, Penang and Calcutta	Kumeang	J. M. Co.	3, Dec.
Kobe & Yokohama	Hitaohi M.	N. Y. K.	4, Dec.
Nagasaki, Kobe & Yokohama	Tango M.	N. Y. K.	17, Dec.
Shanghai	Luchow	B. & S.	4, Dec.
Manila	Loongang	J. M. Co.	6, Dec.
Batavia, Cheribon, Samarang, &c.	Tjimah	J. C. J. L.	Q. desp.
Shanghai	P. & O.	P. & O.	4, Dec.
Shanghai	Tjiliwong	J. C. J. L.	Q. desp.
Swatow, Amoy and Foochow	Haikan	D. L. Co.	5, Dec.
Foochow via Swatow & Amoy	Kaifo Maru	O. S. K.	3, Dec.
Bombay via Singapore Port			
Sham Penang & Colombo	Luzon Maru	O. S. K.	6, Dec.
Yokohama, Kobe & Moji	Dunera	D. L. Co.	4, Dec.
Shanghai, Kobe & Yokohama	Emden	H. A. L.	5, Dec.
Shanghai, Kobe & Moji	Namsang	J. M. Co.	18, Dec.
Swatow, Amoy & Foochow	Haikan	D. L. Co.	5, Dec.
Manila, Mangarin, Iloilo & Cebu	Zafiro	S. T. Co.	13, Dec.
Tientsin	Cheongshing	J. M. Co.	2, Dec.
Shanghai & Tsingtau	Paoing	B. & S.	6, Dec.
Shanghai	Eeang	J. M. Co.	7, Dec.
Shanghai	Wingsang	J. M. Co.	9, Dec.
Shanghai, Kobe & Yokohama	Tosa M.	N. Y. K.	9, Dec.
S'hai, Tsingtau, Kobe & Y'hama	Buelow	M. & Co.	11, Dec.
Anping and Takao via Swatow			
and Amoy			
Swatow, Amoy & Foochow	Sosho Maru	O. S. K.	10, Dec.
Yokohama, Kobe, and Moji	Hatching	D. L. Co.	9, Dec.
Y'hama and Kobe via Shanghai	Yatsang	J. M. Co.	20, Dec.
Shanghai & Tsingtau	China	S. W.	1, Jan.
Shanghai, Moji, Kobe & Y'hama	Paoing	B. & S.	6, Dec.
Shanghai	Borneo	F. & O.	14, Dec.
Swatow	Koerber	S. W.	2, Jan.
Bombay via Singapore, Colombo	Haimun	D. L. Co.	3, Dec.
	Kamakura	N. Y. K.	8, Dec.

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VESSELS ADVERTISED TO DEPART TO-MORROW.

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Shanghai	Choysang
Kobe	Taiwan
Swatow	Ponglong
Driren	Saizan Maru
Foochow	Haikan
Pakhoi	Hanoi
Shanghai	Delta

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessels.
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Singapore	Kawachi Maru
Singapore	Hitaohi Maru
Singapore	Benledi
Shanghai	Wingsang
Chinwantao	Hopeang
Singapore	Benlench
Tsingtau	Westphalia

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF JAPAN

left Vancouver on the 19th November.

The C. P. R. s.s. EMPRESS OF INDIA

left Yokohama on the 29th Novem ber,

between at 2 & 4 p.m.

AUSTRALIAN MAIL.

The I. G. M. s.s. COBLENZ left Sydney on the 15th ult., at 2 p.m. and may be expected here on or about the 8th December.

The E. and A. s.s. EASTERN left Sydney for this Port (via Queensland Ports, Port Darwin, and Manila) on the 19th ult., and may be expected to arrive here on or about 13th December.

The N. Y. K. s.s. TANGO MARU (Australia Line) left Sydney for this Port via ports on the 26th ult., and is expected here on the 15th Dec., a.m.

The E. and A. s.s. EASTERN from Sydney etc. left Port Darwin (via Manila) for this Port on 1st instant, and may be expected to arrive here on or about 15th instant.

ENGLISH MAIL.

The P. & O. s.s. DELTA left Singapore for this Port on the 30th ult., at 8 a.m. with the outward English Mails, and is due here on the 5th inst., at about 7 a.m.

GERMAN MAIL.

The I. G. M. s.s. PRINZ EITEL FRIEDRICH which left here on the 28th of November, 10 a.m. arrived at Singapore on the 30th of November, at 9 a.m.

The I. G. M. s.s. BUELOW carrying the German Mail with dates from Berlin of the 12th of November, left Colombo on the 30th of November, p.m. and may be expected to arrive here on or about 5th December.

The I. G. M. s.s. PRINCESS ALICE which left here on the 28th of November, arrived at Shanghai on the 1st of December, at 3 p.m.

AMERICAN MAIL.

The P. M. Co's s.s. SIBERIA carrying the United States mails sailed from Yokohama on the 30th November, for Hongkong, via Shanghai, and is due to arrive at Hongkong on the 8th instant.

The P. M. Co's s.s. KOREA will be despatched from this Port on the 9th December, at 1 p.m. for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu.

MERCHANT STEAMERS.

The N. Y. K. s.s. SADO MARU (American Line) left Seattle for this Port via ports on the 4th November, and is expected here on the 7th December.

The N. Y. K. s.s. MIYAZAKI MARU (European Line) left London for this Port via ports on the 8th ult., and is expected here on the 17th December.

The N. Y. K. s.s. YOKOHAMA MARU (American Line) left Seattle for this Port via ports on the 15th ult., and is expected here on the 21st December.

The N. Y. K. s.s. TOSA MARU (Calcutta Line) left Calcutta for this Port via ports on the 15th ult., and is expected here on the 7th December.

The N. Y. K. s.s. KITANO MARU (European Line) left London for this Port via ports on the 22nd ult., and is expected here on the 31st December.

The N. Y. K. s.s. KAWACHI MARU (Bombay Line) left Singapore for this Port on the 29th ult., and is expected here on the 5th December.

The N. Y. K. s.s. HITACHI MARU (European Line) left Singapore for this Port on the 30th ult., and is expected here on the 5th December.

The N. Y. K. s.s. PENANG MARU (Bombay Line) left Bombay for this Port via Singapore on the 30th November, and is expected here on the 13th December.

The N.Y.K. s.s. KANAGAWA MARU (Calcutta Line) left Calcutta for this Port via ports on the 1st instant, and is expected here on the 20th instant.

The Swedish East Asiatic Co's s.s. GYLLON left Port Said on the 21st November, and is expected to arrive here on or about the 17th December.

The Ben Line s.s. BENLEDI from Leith, Middlebro', and London, left Singapore for this Port, on 30th ult., and may be expected to arrive here on or about 5th inst.

The American and Manchurian Line s.s. KANDAHAR left New York on the 25th October and is due here on or about 15th December.

The I. O. S. N. s.s. WINGSANG from Shanghai is due at Hongkong on the 5th December.

The I. O. S. N. s.s. HOPSANG, from Chinwantao, is due at Hongkong on the 5th December.

The I. O. S. N. s.s. NAMSANG from Calcutta is due at Hongkong on the 12th December.

The I. O. S. N. s.s. YATSHING from Calcutta is due at Hongkong on the 16th December.

The S. L. s.s. MERIONETHSHIRE from London is due at Hongkong on the 20th December.

The S. L. s.s. MONMOUTHSHIRE passed the canal 21st November and is due at Hongkong on the 27th Dec.

The S. L. s.s. MONADNOOK from Seattle is due at Hongkong on the 11th December.

The S. L. s.s. DEN OF GLAMIS from Seattle is due at Hongkong on the 28th December.

The S. L. s.s. SOWEIG from Seattle is due at Hongkong on the 3rd Jan.

The Ben Line s.s. BENLEUDOH from Leith, Middlebro', and London left Singapore for this Port on 28th ult., and may be expected to arrive here on or about 5th December.

The H. A. L. s.s. WESTPHALIA left Tsingtau on the 30th ult., p.m. and may be expected here on or about the 5th instant, a.m.

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Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea, and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

Jeanara	18th Dec.	Spezia	28th Jan.
Silesia	20th Dec.	Scandia	9th Feb.
Preussen	30th Dec.	Boerde	24th Feb.
O.J.D. Ahlers	9th Jan.	Hayern	2nd Mar
Belgravia	13th Jan.		

HOMEWARD.

For Marseilles, Havre & Hamburg:	For Marseilles, R'dam & Hamburg:
Uckermark	Furst Bulow
For Marseilles, Bremen & Hamburg:	For Havre, Bremen & Hamburg:
Westphalia	Allmark
For R'dam Hamburg & Antwerp:	For Marseilles & Hamburg:
Brasilia	C. Ferd. Laelsz
For Havre, Emden & Hamburg:	For R'dam, Hamburg & Antwerp:
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REPRESENTATIVES FOR J. & C. C. BOLINDERS, A. B.

STOCKHOLM.

FOR CHINA, FORMOSA, AND PHILIPPINE ISLANDS.

THE FRENCH RAILWAY SMASH.

(Continued from Page 5.)

The immediate responsibility for the disaster appears to belong to Dumaine, the driver of the mail train, who, as telephoned yesterday, has been arrested. Last night the Public Prosecutor examined Dumaine and his fireman, and the result of this preliminary investigation tends to show that Dumaine ignored three sets of signals, which were closed against him in order to prevent him from crossing over from the main line to the loop until the Marseilles express had passed over the points. Dumaine made a statement last night in which he declared:—

"I have done my duty. I was coming from Corbell and the signals before the crossover were at safety. I was completely bewildered when I saw the Marseilles express and heard its whistle. I tried to shut off steam, but it was too late."

This morning, however, Dumaine admits that one of the small disc signals was against him, but he thinks that two other signals gave him a clear road. The official inquiry shows that at least two of the signals were at danger.

To sum up, the causes and features of the catastrophe bear a strong resemblance to those of recent railway accidents in England. The liability of engine-drivers to err with the rest of humanity seems to have been proved once again to be the weak link in the elaborate precautions taken to ensure the safety of the public. Rescue work was impeded by the lack of suitable tools and by the absence of any light save that of the flames, and the system of gas lighting has again been responsible for the addition of fire to the horror of collision.

At the Lyons office of the P. L. M. Railway 20 callers notified in the course of the morning that they were without news as to the safety of friends or relatives who travelled by the Marseilles express. Among these travellers of whom nothing has been heard are Professor Jabonlay, of the Faculty of Medicine of Lyons University; M. Perrot, Mayor of Voiron; M. Vial, Deputy-Mayor of Lyons; General Brien, and M. Monier, medical inspector of the 14th Army Corps.

Destruction of Mails.
The mail train in the collision was made up of eight vans containing bags for Besancon, Lyons, Pontarlier, the Mont Cenis route to the Mediterranean coast, Egypt, and Greece. The 8.15 train, which received the full shock of the collision, have been completely destroyed, and the mails which they were transporting must be considered as totally lost. They carried correspondence for the Departments of the Cote d'Or, Doubs, Jura, Ain, Savoie, Haute-Savoie, as well as for Egypt, Greece, and certain localities in Switzerland and Italy. These bags, as well as some of the mail for the Departments of the Drome, Vaucluse, Gard, and Hérault, were destroyed by fire. The whole of the line was littered last night with letters, parcels and newspaper packages for other destinations.

Arrival of M. Poincare.
President Poincare, accompanied by the Minister of Commerce, M. Masse, arrived at Melun at half-past 11 o'clock this morning and drove straight to the hospital, whither the injured had been carried. He walked through the ward where they were lying and inquired after their condition, congratulating Canard, the guard of the express, on the gallant way in which he had helped with the rescue work. One of the injured, a woman, when spoken to by the President, thrust a paper into his hand, on which the name of her rescuer was written, and begged that he should be rewarded.

General Virvaire, who commands the garrison at Melun, has received the President's congratulations on the work done by his men on the scene of the catastrophe. One of the most prominent among the soldiers who assisted in the work of rescue was Corporal Labong, who by his own efforts extricated seven people from the wreckage. All the survivors agree that he and Emil Vedrine, brother of the well-known aviator, stand out among the band of workers for the valuable help they rendered.

Causes of the Accident.
Before leaving Melun the President opened a fund to assist the families of those killed in the disaster with a donation of £200.

POST OFFICE.

The Delta, with the English Mail left Singapore on Sunday, 30th ult., at 8.00 a.m. and is due to arrive here on to-morrow at 7 a.m. This packet brings the parcel mails closed in London for despatch by the all-rail route on the 29th Oct. and for despatch overland on the 31st ult.

The Assaye, with the mails from London (via Siberia) of Saturday 15th instant, is due to arrive here to-morrow.

MAILS ARRIVED TO-DAY.

Mindon, from Singapore
English, Delta; 15th inst.
Siberian, Assaye, 4th inst.

MAILS CLOSING TO-DAY.

Shanghai and North China—Per OHOY, 8.40, 4th Dec. 1 p.m.
Japan—Per FAIZAN MARU, 4th Dec. 1 p.m.
Japan via Kobe—Per TAIWAN 4th Dec. 1 p.m.
Siam—Per FONGTONG, 4th Dec. 1 p.m.

TO-MORROW.

Swatow, Amoy and Foochow—Per HAITAN, 5th Dec. 10 a.m.
Pekhai, Hongkong, and Saigon—Per HANOI, 5th Dec. 11 a.m.

SATURDAY, 6th Dec.

Batavia, Cherbon, Samarang, Sourabaya, Macassar—Per LUJAN, 6th Dec. 10 a.m.
Japan via Kobe—Per HITAHI MARU, 6th Dec. 10 a.m.

SUNDAY, 7th Dec.

Swatow, Amoy and Foochow via Tamsui—Per DAIGI MARU, 7th Dec. 9 a.m.
Shanghai and North China—Per WING SANG, 8th Dec. 5 p.m.

TUESDAY, 9th Dec.

Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco. Per KOREA, 9th Dec. 10 a.m.

WEDNESDAY, 10th Dec.

Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco. Per KOREA, 9th Dec. 10 a.m.

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MONDAY, 15th Dec.

Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco. Per KOREA, 9th Dec. 10 a.m.

TUESDAY, 16th Dec.

Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco. Per KOREA, 9th Dec. 10 a.m.

WEDNESDAY, 17th Dec.

Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco. Per KOREA, 9th Dec. 10 a.m.

SHIPPING NEWS.

ARRIVED.

Kwanglo, Chinese s.s. 1,458, McArthur, 3rd Dec. 18th Nov. Gen. G. M. S. N. Co.
Erken, Norwegian s.s. 1,344, Angelsen, 3rd Dec. 18th Nov. Gen. G. M. S. N. Co.
Liangchow, British s.s. 1,230, Wm. Eason, 3rd Dec. 18th Nov. Gen. G. M. S. N. Co.

DEPARTED.

Shanghai and North China—Per KAFUE, 5th Dec. 10 a.m.
Bangkok—Per YILONG, 5th Dec. 10 a.m.

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FRIDAY, 19th Dec.

Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco. Per KOREA, 9th Dec. 10 a.m.

SATURDAY, 20th Dec.

Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco. Per KOREA, 9th Dec. 10 a.m.

WEATHER REPORT.

On the 4th at 11.55.—The depression is now central to the north of Hokkaido.

A strong anticyclone, central over the lower Yangtze Valley, covers the western portion of the map.

Strong monsoon is indicated along the east coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

Direction. Forecast.
1 Hongkong and Neighbourhood. N.E. winds, fresh to strong.
2 Formosa (Japan) N.E. gale.
3 South coast of China (N. China Sea) The same trend H.K. and Japan.
4 South coast of China (N. China Sea) The same trend H.K. and Japan.

China Coast Meteorological Register, 4th December, a.m.

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FRIDAY, 19th Dec.

Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco. Per KOREA, 9th Dec. 10 a.m.

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Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For Steamers To Sail On Remarks
LONDON & ANTWERP via Singapore, Penang, Ceylon, Port Said, & Marseilles. Sunda Capt. C. E. Irving about 10th Dec. Freight & Passage
LONDON, via Universal Ports of Call. Assaye Capt. G. J. Coldwell noon 6th Dec. Freight & Passage

SHANGHAI, via Kobe, Yokohama, & Yokohama. Borneo Capt. P. S. Ram about 14th Dec. Freight & Passage

SHANGHAI, via Kobe, Yokohama, & Yokohama. Delta Capt. W. R. Le Mare about 6th Dec. Freight & Passage

All the above steamers are fitted with Wireless Telegraphy. For Freight or Passage apply to

P. & O. S. N. Co.'s office, Hongkong, 2nd Dec. 1913.

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For Steamers To sail on

NAPLES, GENOA, ALGERIERS, GIBRALTAR, SOUTH AMPTON, ABERDEEN & HAMBURG. Yorck Capt. F. Loesser 17,000 WEDNES. 10th Dec. 10 a.m.

SHANGHAI, TSINGTAI, KOBÉ AND YOKOHAMA. Bulow Capt. C. Nahrath 16,900 THURS. 11th Dec.

MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE. Coblenz Capt. L. Klugkist 6,750 SATUR. 27th Dec. 9 a.m.

KOBÉ Coblenz Capt. L. Klugkist 6,750 TUESDAY, 9th Dec.

JESSELTON, KUDAT & SANDAKAN. Borneo Capt. J. Koehler SATUR. 3rd Jan.

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Mail Service to Australia via Manila.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

Steamers Arrive Hongkong from Australia. Leave Hongkong for Australia.

St. Albans 13th Dec. 11th Dec. at 11 a.m.
Eastern 24th Jan. 2nd Jan. at 11 a.m.
Empire 24th Jan. 13th Feb. at 11 a.m.

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